

DRAFT MEETING SUMMARY

Client/Project: South Mountain Corridor Study Citizens Advisory Team

Date: April 22, 2004 **Time:** 5:30 p.m. **Location:** Vee Quiva Casino

CAT Members Attending:

Kris Black, Ahwatukee Foothills HOA
Steve Boschen, Valley Forward
Jim Buster, City of Avondale
Chad Campbell, Sierra Club
Ron Chohamin, Lakewood HOA
Peggy Eastburn, Estrella Village Planning Committee
Michael Goodman, Phx Mtns Preservation Council
Don Jones, Southwest Valley Chamber of Commerce

Robert Moss, United Arizona Dairymen
Wayne Nelson, GRIC District 7
Nathaniel Percharo, I-10 Pecos Landowners
Barbara Schneider, South Mountain Village
Jim Strogen, Kyrene de los Logos Elementary School
Mary Thomas, Gila River Indian Community

Staff and Consultants Attending:

Lisa Andersen, ADOT
Chris Clary-Lemon, HDR
Amy Edwards, HDR
John Godec, GRA
Theresa Gunn, GCI

Bill Hayden, ADOT
John Roberts, GRIC
Ben Spargo, HDR
Floyd Roehrich, ADOT
Bill Vachon, FHWA

Meeting Summary: Debbie Fink, GCI

ACTION PLAN:

Task/Activity	Who	When
Check average daily traffic on I-10 and report to CAT	HDR	June
Include proposed facilities and developments on future maps	HDR	
E-mail CAT members when the website update is completed	GCI	

Welcome and Introductions:

John Godec began the meeting by explaining the Citizen's Advisory Team process which began over two years ago. Last month, the citizen members agreed to open the meetings to the public. They have asked that the meetings not become a public hearing and/or debate. Therefore, only written comments are being taken tonight.

CAT Member Questions/Comments:

Question: How much communication is there between City of Phoenix utilities and ADOT? Why are they putting in new infrastructure in the alignment? **Response:** Met with the cities and utilities at the beginning of the project and a follow-up meeting is being planned to update information.

Question: Is there an update on the status of the 4F regulation in the new Federal Highway legislation? **Response:** The House and Senate bills are dramatically different and will require conference committees to resolve. Not sure whether or not 4F changes will be in the final bill.

Project Status:

Public Involvement Update:

Theresa Gunn reported that a website update is underway. Past and future CAT meeting agendas and summaries will be posted on the public website. She also stated that the project team will be providing an update at the Foothills HOA annual meeting.

Planning/Technical Update:

Amy Edwards reported the following project activities.

- GRIC video is completed and is waiting on distribution.
- The team has met with the City of Avondale and the City of Tolleson to discuss Loop 101 connections.
- Staff has worked on the detailed connections to I-10 on the westside.

Question: When video is released to GRIC, can we see it? **Response:** Yes, when appropriate.

I-10 System Interchange Alternatives (West Side ONLY):

Chris Clary-Lemon, HDR, reviewed the connection alternatives and highlighted the local access changes along I-10. The team is assuming all ramps will have two lanes.

- Three possible connections of the South Mountain Freeway to I-10 on the west side of Phoenix were presented at the Citizens Advisory Team Meeting on April 22, 2004. Two three-level connections were presented at approximately 55th Avenue and 71st Avenue and a four-level connection was presented at Loop 101.
- For the three connections, local access to and from I-10 was carefully considered. As a result, all three connections provide the same local access as the existing configuration along I-10, although some movements would require the use of access roads.
- For the three-level connections at 55th Avenue and 71st Avenue, the total number of lanes along I-10 varies from a minimum of five lanes in each direction (three general purpose lanes and two HOV lanes) to a maximum of 11 lanes in each direction (seven general purpose lanes, two HOV lanes and two access road lanes). These improvements generally cover nine miles along I-10 between Loop 101 and I-17.

- For the four-level connection at Loop 101, the total number of lanes along I-10 varies from a minimum of five lanes in each direction (three general purpose lanes and two HOV lanes) to a maximum of 11 lanes in each direction (eight general purpose lanes, two HOV lanes and one auxiliary lane). The improvements cover approximately nine miles along I-10 between Litchfield Road and 59th Avenue. The four-level connection at Loop 101 will also require improvements to Loop 101 itself. The total number of lanes along Loop 101 varies from a minimum of four lanes in each direction (three general-purpose lanes and one HOV lane) to a maximum of seven lanes in each direction (six general-purpose lanes and one HOV lane). The improvements cover approximately five miles along Loop 101 between Glendale Road and I-10 and will continue to provide the same local access as the existing configuration.

Question: If it (the I-10 widening) wasn't included in the RTP, why not and how will it be funded? **Response:** The RTP only included the corridor. The design details were not known at that time. Funding will come from either the RTP or the general transportation fund.

Question: What is the timeline? **Response:** South Mountain corridor is in Phase 1 and 2 of the RTP. First 10 years of the plan if necessary funding is available.

Question: What is the necessity of 18-20 lanes on I-10? I'm shocked. **Response:** As we started looking at traffic modeling the analysis shows these I-10 improvements are needed. South Mountain is part of the solution to Westside problems. This design does not assume I-10 reliever. The team is running a new traffic model with the I-10 reliever included. This information may change the design.

Question: Would the I-10 widening be phased? **Response:** Probably, but will need to build enough lanes to make the interchange functional at opening.

Question: What is requirement for I-10 without South Mountain? **Response:** Won't know until we have the no-build analysis completed.

Question: What is the average daily traffic (ADT) on I-10? **Response:** 155,000-120,000 ADT on South Mountain but not sure of the projection for I-10. I-10 will probably carry more traffic than the South Mountain.

Question: Are you still maintaining 50 feet in I-10 median for rail? **Response:** Yes, it's being reserved for future transit but not mode specific.

Question: Is there a cost difference in the alternatives? **Response:** We are working on cost estimates now and should have completed in about two months.

Question: If adding 6 lanes on west I-10, what does it do to air quality conformity? **Response:** We will have to reanalyze conformity when the design is complete. We can't build any freeway unless it meets conformity.

- ADOT air quality analysis includes freeway traffic impacts only—not arterial streets. MAG conducts the conformity analysis that shows how regional air quality is impacted by traffic changes on local streets.

Question: What is the height of the flyovers? **Response:** Four levels similar to major stack at I-10/I-17. Height same as today until future direct connect HOV lanes are added.

Question: Will South Mountain cost include I-10 and 101 improvements? **Response:** Yes, the EIS will be inclusive for all costs and all impacts of any improvements in addition to the South Mountain freeway in the EIS. The next step is to layout the lanes and determine impacts of the additional I-10 improvements.

Loop 101 Connection Alternatives:

Amy Edwards gave an update stating that 8 alternatives have been developed and discussed with the Cities of Avondale and Tolleson. Some alternatives have the freeway on 99th Avenue with access roads and others include a 97th Avenue alternative.

Question: Which is more expensive, moving businesses or rebuilding the interchange?

Response: We will need to do cost estimates to determine.

Question: How do you factor in the costs of what is vacant today versus what will be there in the future? **Response:** We include what is on the ground and developments that have been approved for construction. We have to keep updating the information as much as is possible, until a record of decision has been made at the end of the project.

- The team will be reflying the area to update aerial maps.
- Fieldwork is done to verify the structures and uses.
- City of Tolleson does not support a 101 connection.

Question: What is the timeframe for deciding the alternatives and of the Loop 101 connection option? **Response:** Draft EIS will analyze all alternatives. We hope to have a preferred alternative by the first of next year. West side alternatives are not dependent on GRIC alternative. We could move forward on the westside without GRIC alternatives.

Question: What is the common segment of the alternatives? **Response:** There is a 1,000 foot corridor west of 51st Avenue and north of Vee Quiva along GRIC boundary that is common to all of the alternatives.

Comment: It appears that the right of way along Pecos Road isn't wide enough for an 8-lane freeway. **Response:** Current right of way is 300 feet and is a typical freeway width.

Question: Is there a drop-dead date for moving forward without GRIC alternatives? **Response:** No date at this time. We have an upcoming meeting to discuss where we go from here.

Comment: There are sensitive issues between Avondale and Tolleson. Avondale likes 97th Avenue but understands the impacts to Tolleson.

John Godec asked the CAT members if there is a better way to explain the alternative details? What was said that struck a cord?

- Freeway drawing needs to be darker and more legible.
- Auxiliary lanes will create bottleneck at I-17 where I-10 will not be widened.
- Show layouts with animation so we can see where the cars are going.

Questions from the Public:

- David Folts, Concerned Families along South Mountain Loop 202

Question: You state that the projected traffic for South Mountain Loop 202 would be 155,000 vehicles a day. Knowing this, is it possible to have up to 400 vehicles or more a minute traveling this road during heavy vehicle flow periods; i.e. 6-9 a.m. and 3-7 p.m.

Response: Theoretically, 400 cars per minute could use the ramp during rush hour, but there would be no cars throughout the day.

This additional technical information was provided after the meeting and will be distributed to the public at the next scheduled CAT meeting.

Based on computer traffic modeling calculated in 2001, it is estimated that a South Mountain Freeway would carry approximately 155,000 vehicles per day in 2025. This could equate to 39 vehicles per lane, per minute during the sing busiest hour of the day. To put this in perspective, 155,000 vehicles per day is the approximate level of traffic for I-10 between Ray Road and Warner today, in 2004.

- David Folts

Question: With the vehicle numbers and type from proposed I-10 reliever not being included at this specific time, would this have an improved effect on the air quality projections for the Environmental Impact Statement on this project?

Response: We will use traffic numbers with the I-10 reliever corridor included in the model.
Question: Is I-10 reliever new? **Response:** Yes, part of the regional plan but needs to be developed through a similar planning process.

NEXT CAT MEETING:

- June 24, 2004

Topics:

- Updated traffic modeling
- 1985 assumptions vs. today's assumptions

Comments: In 1985 we were told the alignment was laid out to keep off tribal lands. Laveen was told the freeway would be depressed through their community.

Location:

Godec asked members where they would like to have the next meeting.

- This location is too noisy.
- Meet on the west side of town.
- South Mountain Environmental Center
- South Mountain Community College
- Alternate meetings on Eastside and Westside